GRAND RAPIDS HERALD

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Generally fair and northerly winds.

WELL DONE.

Michigan republicans have established a precedent that may be followed with safety and with profit in the future. The time-worn practice of binding the delegates to the national convention by iron-clad resolutions has been ignored, and Michigan for the first time in its history will be represented in national convention as a free and unpledged factor. With this liberty to act unhampered by caucus rule the delegation will be at once conspicuous and important. Whatever emergency may arise, Michigan will be untrammeled and prepared to act for the best interests of the party. Some little disappointment may be caused the friends of Michigan's foremost applicant for presidential honors, but that disappointment is balanced in the assurance that if his nomination becomes probable by any combination or combinations, the vote of the Michigan delegation is his to consummate its realization. The men selected for the various positions of honor and trust are every one representative and tried republicans. So far as the convention presaged the action of the mid-summer convention, there is too much of uncertainty to venture a prediction. If the forces uppermost yesterday shall prevail in the later campaign, Mr. Rich will be out of the race before he is well in it, for the temper of the people is unmistakably favorable to Pingree, and if he shall be defeated in convention, O'Donnell will be groomed to be pitted against Mr. Rich. At present THE HERALD believes that Mayor Pingree is the most available man, and the only one who will carry strength and enthusiasm beyond the convention.

FALLACIES NOT ARGUMENTS.

As an illustration and in support of its position on the question of an unlimited currency issue, a morning contemporary makes use of a hypothetical case. It says: "If a millionaire executes his check for $100 payable to bearer, it would pass at any place of business in the city as readily as a greenback, but because a pauper's check is no good, should it be urged as a reason against the issue of all checks? Certainly not, but this is the issue of greenbacks." Instead of an argument in support this is a fallacy pure and simple. Just so long as a person issues his $100 checks with prudence and against a bank balance, just so long will they be honored. If he floods the city with them and continues to issue them after his bank account is exhausted, even though possessed of much real property, their value will be impaired, and a discount will be exacted. This is as true of government promises to pay as of individual promises to pay. The implied suggestion that they are to be used at home and among friends will not help the matter any. Friends do not accept the checks of friends who have no bank account. American citizens would not now any more readily than in the past receive at full par value a promise to pay which was not backed by a reserve fund. Unlike individuals, governments are not usually possessed of merchantable property which they may hypothecate, and against which they may issue promises to pay. Again, individuals may fail and political changes in governments may lead to repudiation. Possessors of unsecured promises have always these elements of uncertainty to face.

CARELESSNESS THE CAUSE.

The coroner's jury which has been investigating the cause of the collapse of the Young building at Chicago April 1, have committed for trial the owner, the architect and three of the building inspectors. In addition to condemning these men they severely censure the building department. This finding is strictly within the limits of the evidence adduced. They have done no more than their duty. Through ignorance and criminal carelessness the architect erected a structure which in its collapse caused the death of seven persons. The owner and the architect prevaricated and misled the building department by applying for a permit for a three-story structure. The inspector abetted the crime by not requiring the building as a seven-story structure. Gross carelessness is apparent at every step. From this careless act death came to innocent persons.

CENTRALIZATION NEEDED.

The anomalous position occupied by the states of this union toward the central government was never more forcibly shown than in the New Orleans massacre. In the efforts of the framers of the constitution to insure to each colony its individuality, each state was allowed to regulate its police, and to punish crimes against persons, and to regulate private rights precisely as if it was a sovereign power. The reservations to the central government were made subservient to rights claimed by the colonies. In the New Orleans case the central government had no right to demand at the hands of Louisiana that any person be punished or that any other person be set free. No right to do more than inquire into the disturbance. This should be corrected, in so far as aliens are concerned. They should have the privilege of being tried by the United States courts, if they so elect. This is emphasized by the restrictions now laid upon the central government and its powerlessness to enforce justice. The partisan efforts now being made to win elections by unaccustomed methods further emphasize the need of greater power by the central government. States ought not to be allowed even inferentially the right to dictate the manner of choosing electors. Washington, Adams, Hamilton and others pointed the need of greater centralization and the danger of allowing an individual state to wield coequal or even greater power than that enjoyed by the central government.

FARM MORTGAGES.

Will that party whose lachrymosal glands are dangerously worn with weeping crocodile tears for the tax-burdened, mortgage-laden farmers give heed to the lesson to be learned from the first report of the census department, giving the statistics of farms, homes, and their mortgages for the state of Illinois? This report shows that in ten years, from 1880 to 1890, in round figures 612,000 mortgages were executed on farms and city lots, covering the sum of $870,000,000. Of this sum more than half, or 315,000 mortgages, covering the sum of $486,000,000, had been paid and canceled of record January 1, 1890. Of the mortgaged debt remaining—$384,000,000 — $165,289,112 only was upon farm property, and this indebtedness was on less than one-third of all the Illinois farms. More than two-thirds of the farm lands of Illinois are free from any mortgage. The average debt on each mortgaged acre is shown to be $15.50, while the average value of each mortgaged acre is $35.95. From these figures there is but one logical conclusion, viz.: "The farmer of Illinois is a lender or investor of money rather than a borrower; a creditor, not a debtor." In 1887 A. H. Heath, then a commissioner of labor statistics in an investigation of the same subject here in Michigan, developed the fact that fifty per cent of all Michigan farms bore no mortgaged indebtedness and the entire farm indebtedness was less than 17 per cent of their total value. Mr. Heath secured data from 94,000 farms, of which 31,570 were owned by persons born in foreign lands, of these 8067 brought with them to this country $4,633,000, 23,500 brought none. At the time of the investigation these people owed a mortgage indebtedness of $11,191,000 on a property valuation of 66,000,000. In a word they had cleared 50,000,000 in real estate.

PROTECTION NEEDED.

Attorney General Miller has in preparation an opinion on the abrogation of the treaty of 1817 by the congress of the United States in 1864. From the sign-board thus set the pathway will be clear to a newer and broader treaty. The action of Great Britain in paralling the Soo canal on the Canadian side, and in maintaining in Canadian waters a fleet of war vessels, which within forty-eight hours could float on the waters of Lake Erie, is a menace which may not be overlooked. The improbability of war with England has delusively led us to believe in its impossibility. To build and maintain in lake waters a sufficiently powerful fleet to afford adequate protection is not advisable. But the vast interests bordering these lake shores demand some protection from a possible event, and should have it. The building of a few forts, or the encouragement which might be given to shipbuilders to build a class of vessels which could be utilized in case of war, or the construction of deep water canals, are all in the line of prudent foresight against a possibility. And regardless of what the old or a new treaty may contain on this subject, some one of these measures should be inaugurated.

If there is one place above another where the true newspaper man loves to dine it is at the table with a company of sisters in the profession. The proposed banquet to be given by the Michigan Woman's Press club, at Ottawa Beach, will be looked forward to with anticipations of pleasure and satisfaction by the steamer members of the craft, for the women always provide a feast worthy the approval of the epicure.

Silver is a commodity which can be produced for forty-one cents an ounce. To place it beside gold at the ratio of fifteen or sixteen to one would be to increase its value fully 100 per cent. This would insure immense profits to mine owners, and decrease the earnings of the wage-earners. Do workingmen want it?

A party with all the ear marks of an anarchist, who gave the name of Joseph Schadler, was arrested while prowling around public buildings in Indianapolis. In his room was found a quantity of dynamite, fuses and caps similar to the one Lingg used to put an end to his existence.

It takes money to run a newspaper, its columns are its merchandise for sale as the manufacturers and merchant's goods are for sale. It costs money to pay rent, to set type, to buy ink, and other material. It takes money to do anything, especially to do it well.

The duelists, Borrowe and Milbank, arrived safely in London yesterday. These are not the first pair of fops a weak woman has made notorious, and the press the common talk of the world.

The war between the cattlemen and the rustlers is the result of an old feud, and the cattlemen will not be appeased until they have driven the rustlers far beyond the scene of their depredations. Both bodies are more or less used to sanguinary encounters and both are equally determined.

The results of the recent unparalled floods in Mississippi briefly summed up, are over 250 lives lost, 3000 families homeless, and an unprecedented destruction of live stock and property. The waters rose above the very high mark reached in 1874. The damage to railway property alone can not be repaired in less time than six weeks to two months.

A handsome memorial signed by a large number of the veterans of the war has been presented to Judge Chipman as a token of appreciation of the tribute paid by him to the soldiers of late war in his speech of March 4.

The New Orleans massacre is amicably settled. Uncle Sam will pay $25,000 to the families of Italian subjects killed at that time. Diplomatic relations will now be restored.

Iowans were treated to a snow, sleet and rain storm yesterday. The elements seem determined to undo the work of the prohibitionists and make that dry state wet.

Trouble with British Columbia Indians is feared, because of the arrest and r tention of an Indian charged with mu der.

ELECTRIC MOTORS.

Lightning in Harness Soon to Be Substituted for Steam.

The year 1892 will be memorable for the application of electricity to large railroad systems, and the first great steps toward its substitution for steam will have been taken.

During the last six weeks the engineers of the Wisconsin Central, the Illinois Central, the Pennsylvania and the Boston & Maine roads have made thorough investigations into all the recently-patented appliances, and orders

PROPOSED ROUTE FROM CHICAGO TO ST. LOUIS.

have been given which mean practically the introduction of electric power for the suburban traffic of all these roads. The Wisconsin Central, a road leased by the Northern Pacific, will be the first to test the system for its passenger traffic to suburban points out of Chicago, and very likely it will be applied to the entire distance between Chicago and Milwaukee.

As now planned the idea is to make that distance of about ninety miles in one hour or less. The much-mooted electric line between Chicago and St. Louis is another of the projects which may come to completion during the year, although great engineers and railroad men with whom I talked on the subject speak very doubtfully of that.

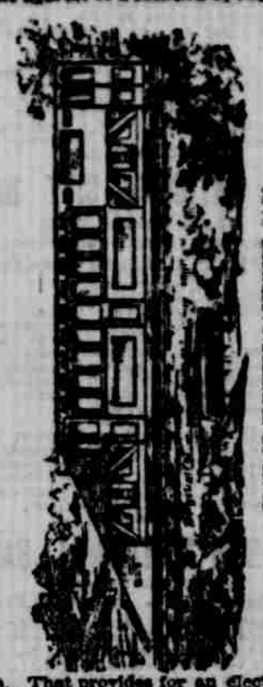
"It is not a question any longer of covering the distance in two and a half hours, for that can be done," said one of the most prominent vice presidents of a western road to me recently. "The tests that have been made leave no question as to the feasibility of covering the two hundred and fifty miles in that time, for the speed required has already been attained both at Laurel, Md., under Mr. Crosby's supervision, and at Lynn, Mass. It is now a question of right of way, and when you begin to figure the cost of gaining an entrance into Chicago and St. Louis, not to speak of the right of way through cities all along the line, you will see that the obstacles are almost insurmountable."

In a letter from Dr. Wellington Adams, the projector and promoter of this project, I am told that the electric motors to be used are depended upon to overcome all gradients up to 13½ degrees. The power proposed is electricity, derived from a midway station located at a coal mine controlled by the company, and the estimated speed is one hundred miles per hour. The road will be double tracked and will be ultimately enlarged to four tracks. In this case the two inner tracks are to be exclusively for passenger traffic, mail and high class express matter, while the two outer tracks are to be for local traffic and high class freight.

Safety is to be provided for by dividing the line into twenty-five sections of one mile each and allowing but one train on a section at a time, whatever the speed may be. A complete block signalling system has been arranged for by means of incandescent electric lights, with telephonic communication between cars upon the same section whether moving or standing still. The incandescent lights are to illuminate the track for a mile ahead and one mile behind all trains; and while it is intended to avoid grade crossings as much as possible, an electric bell will ring and a red electric light will be shown at each crossing two minutes before the passing of the trains. The electric car proposed is low, light and compact. The top of the car would be only nine feet above the rail, with a wedge shaped nose in front to decrease the air resistance and assist in keeping the car down on the track. The driving wheels would be six feet in diameter, with a separate electric motor to each pair capable of giving five hundred revolutions per minute to the drivers. The entire car with its motors is to weigh ten tons.

President Talliovall, of the Electric Age, discussed the road in an interview I had with him, and expressed the opinion that any high speed electric surface road would prove to be a slaughter pen.

"I believe," said he, "that the project of Mr. T. F. Clohesy, the famous western electrical engineer and expert, is the nearest to a solution of the prob-



PLAN OF ELECTRIC PASSENGER CARS.

lem. That provides for an electric elevated road, with rails and guards affording absolute protection from derailment. No amount of signalling can, in my opinion, suffice to avert danger at crossings. Such a thing as getting out of the way of a train running at a speed of one hundred miles an hour cannot be thought of. Some plan like Mr. Clohesy's, which will provide for elevated tracks at all crossings and through cities, will be a success."

The most important tests to be made in New York city during the next two months will be those in charge of Mr. Edison on a stretch of the Fourth avenue surface road above the Bowery junction. I understand that the work of providing a suitable track has already been started, but some experiments have yet to be made by Mr. Edison before the crucial test can be undertaken.

I visited the great inventor's laboratory in Orange this week, and met instead of Mr. Edison one of his most trusted assistants.

"The only thing in the way of the New York experiments," said he, "is the fact that Mr. Edison is now devoting his attention to perfecting his plans for smelting ore by electricity. When something definite and tangible is accomplished in that branch of applied electricity Mr. Edison will probably be ready to begin his tests of the electric railway."

While at the laboratory I viewed the experimental road, which is the greater [illegible] per cent. grade and very short curves. I was told that it was operated successfully even when the rails were entirely buried in mud or dry sand. Mr. Edison himself asserts that there is no longer any question about the success of high speed electric trains and he has given out the following statement concerning his own road:

"The overhead system is entirely dispensed with and cars, trucks, tracks and roadbed remain as now, with the

Proposed track for Passenger Trains.

exception of some slight changes in the joints and cross ties. The power, furnished by 1,000 volt generators, is distributed to reducing apparatus placed in boiler-plate manholes at intervals varying in accordance with the number of cars required to be operated. At these various reducing points the current is reduced from 1,000 volts to a pressure of twenty volts and put in direct communication with the tracks. This limit of twenty volts is fixed in order to prevent horses from being affected by the current. What is known as the economy of current is about the same as with the present system of trolley. The car motors being wound with uninsulated copper wires and the pressure of current being so low there is entire freedom from burning out of armatures, as water can be poured upon the armatures without any ill effect. The problem of producing a perfect rail joint and the picking up of a heavy current from a mud covered rail has been solved in a practical manner."

When questioned on this latter point Mr. Edison's assistant, who gave me the above as Mr. Edison's own statement, said he thought it inadvisable to go into details until the New York test had been made.

On the question of high speed I thought it best to confer with Mr. O. T. Crosby, next to Mr. Edison the greatest living electrical engineer. I found him in his office in the Edison building and was informed that his latest experiments were those made at Laurel, Md.

"These experiments," he says in his reports concerning them, "were the first serious efforts ever made to double railroad speed, and for purposes of demonstration a circular track nearly two miles in circumference was laid."

Mr. Crosby's work was not entirely successful, although he attained a speed of over one hundred and ten miles an hour. Just now the Baltimore company is preparing a four-mile road which, under the plans submitted by Mr. Crosby, can be used for electric trains at a speed as high as two hundred and fifty miles an hour.

Prof. Henry A. Rowland, of Johns Hopkins university, who is now a consulting engineer of some of the large New York electric appliance companies, had this to say on the subject of high speed and safety:

"The possibility of a train being derailed by an obstruction on the track increases with the speed. At a speed up to ninety miles, however, there seems to me to be no increase in the number of derailments, judging from Mr. Crosby's experiments. In my opinion the question of safety is almost wholly a question of track construction. It seems to me that upon a carefully constructed road an electric train could attain with safety speeds which would be impossible with steam cars. As these latter have several times made eighty-six miles and often eighty miles, it would seem to me that a speed of one hundred and twenty miles, or even more, with the electric cars would not be outside the limits of safety. I believe that the project of a train from here to Chicago at a rate of over a hundred miles an hour is feasible."

On this point I also have the opinion of Dr. Louis A. Duncan, another well-known electrical engineer. He believes that the speed within the range of safety is not less than one hundred and twenty miles an hour.

Within the next few weeks another remarkable event will take place at Whittinsville, Mass. I refer to the completion of the first large electric freight locomotive ever built. It is to haul cars over one and a half miles of track, and as it has been tested and found absolutely successful, this engine is no experiment.

The locomotive is built [illegible] form with a platform for c[illegible], and cowcatchers and dra[illegible] end. The power is fur[illegible] generator, located at [illegible] corporation and conve[illegible] wire, from which it is [illegible] of a universal trolley bar, [illegible] the locomotive.

The total weight of the locomotive is 42,000 pounds, and the speed when delivering thirty horse power at the draw bar is about five miles per hour. This is sufficient to pull a train of from six to eight heavily laden freight cars on a level, or an aggregate of 200 to 300 tons. The construction of the locomotive is of the strongest kind. The motor consists

Track for express and Mail Packages.

of wrought iron field magnets, which are bolted to magnetic yokes of cast wrought iron. One of these yokes carries the bearings which support that end of the motor on the axle while the other yoke is spring supported from the other axle. This keeps the gears always in line and meshing correctly with each other, and at the same time provides considerable spring support for the motor.

It is not likely that the roads terminating in New York will take the lead in the actual introduction of electricity as a motive power. Business is too good, or, in other words, the failure of an experiment would involve too vast a loss. I have talked with most of the superintendents of motive power whose offices are in New York, and have not found them sanguine concerning the immediate utility of the electric form of energy as a substitute for the power that is in imprisoned steam. They all say that the day will come, but none think that it has dawned.

In Massachusetts the feeling is more hopeful. The legislature has passed a bill authorizing the railroad companies to substitute one form of motive power for the other, and it is said the Boston & Maine, the Old Colony and the Albany officials are nearly ready to do it. I have just received a letter from James A. Lakin, who introduced this electric bill into the legislature. He is a member of the committee on railroads.

"Massachusetts," writes he, "seems to have been the first to take the step in its legislature authorizing steam railroads to use electricity, and I predict that within the next five years you will see many improvements in the methods of electrical power as applied to our railroads. Several years ago I agitated the question among railroad officials of our larger corporations in New England and received but little encouragement until in conversation with the late James T. Furber, of the Boston & Maine railroad, and while he was satisfied that it was about time that the railroads were taking a step in this direction he was hardly willing to advise immediate action in the matter; but before his death he wrote a letter stating that in his judgment the time had come when railroads should be allowed the privilege of using electricity for motive power, and the bill which was introduced in the Massachusetts legislature by me was in a great degree brought about through the advice of Mr. Furber.

"I understand that many of the papers throughout the country have misquoted me as saying that in my judgment our railroads would find the best system to be that known as the 'rail system,' taking the current therefrom,

DYNAMO AND LOCOMOTIVE DRIVE WHEELS.

while on the contrary I consider the 'trolley' system the best now known to the scientific world."

Mr. Lakin's belief in the availability of the trolley system is not shared by practical railroad men in New York. Superintendent Mitchell, at the head of the bureau of motive power of the Erie railroad, expressed the objections to this system very clearly in a talk I had with him a day or two ago.

"The risk is too great," said he. "Suppose a trolley wire breaks down. There's a block of the track for a hundred miles or thereabouts, for that would be about the distance between stations. That wouldn't do at all. Why, with the enormous business this line is doing now, if a single engine breaks down we hear of it from a dozen shippers. In my opinion electricity will come, but the time is not yet at hand. The real working system of the future will involve a development of the storage battery. Then every engine will carry its own power, and if one breaks down another can push it out of the way." DAVID WECHSLER.

A Japanese Poison.

One of the most famous and fatal poisons used in Japan and Java is obtained from the bamboo. The young shoots of the cane when they first push through the ground are covered with fine, brownish hairs, which, under the microscope, appear to be bayonet-like spikes of crystals of silex, infinitely sharp and hollow. Small quantities of these hairs administered daily in the food bring on ulceration of the whole alimentary canal, stimulating malignant dysentery. The action must be of a mechanical rather than chemical nature, just as the spores of the common puff ball act upon the eyes. The bamboo crystal is greatly dreaded by all European residents of Java. A Dutch official report says that scores of deaths among European planters are due to the bamboo hairs and to the jealousy of native women, who whenever they take a fancy to a white man will either have him or poison him on bamboo hairs if it takes months to accomplish the job. The infinitesimal hollow through these hairy crystals is the most remarkable thing in connection with them, they being the only known hollow vegetable or mineral thorns or crystals.

Australian Forests.

With the exception of a living carpet of delicate maidenhair, which attains a height of from five to six feet, and of ropes of creeper ferns which swing from tree to tree like fairies in the castle of a giant, the forest of Australia is altogether bare of undergrowth. In the woods of recent growth, however, vegetation is more luxuriant. The long tendrils of the clematis and rata connect trunk with trunk in garlands of white and scarlet blooms, and at their base flourishes an infinite variety of ferns, while here and there a graceful tree-fern rears its silvery-lined crown.

Real Estate Transfers.

David C. Scribner to Campbell Fair, lots 18, 19, 20 and 22, blk 11, Scribner & Turner's 2d add.....$ 2700
Manuel E. Heft to Ada Dewey, s 30 ft, lot 18, blk 4, Mason & Co's sub.....2000
Wilder D. Stevens and Geo. F. Foster to Harriet McMartin, lot 2, blk 4, Stevens' add.....40
Henry Harper to Geo. M. Beck, lot 5, Bowman & Carter's sub.....550
Thomas M. Peirce to Chas. F. Stearns, n ½ lot 5, blk 6, W. C. Bradford's add.....450
Warren C. Dewey to Chas. E. Herrington, lot 14, blk 2, Dunton's add.....600
Thomas B. Farr to George Saunders, pt n fr ¼ n e fr ¼ of sec 8, Courtland.....20
Fritz Endries to Eugene V. Barney, l a in n w cor s w ¼ s e ¼ of sec 25, Byron.....100
Horace Sears to Henry Van Sickle, w ½ s w ¼ of sec 36, Cascade, and pt w ½ n w ¼ of sec 1, Caledonia.....2722

THE MARKETS.

Grain, Provisions, Etc.

CHICAGO, April 14.

FLOUR—Quiet and firm. Spring Wheat Patents, $4.50@4.90; Rye, $4.60@4.90; Winter Wheat Flour Patents, $4.60@4.70; Straights, $3.80@4.40.

WHEAT—Ruled weaker with less doing. No. 2 cash, April and May, 89¼@91¼c, and July, 80¼@80c.

CORN—Moderately active and lower. No. 2, 39½c; No. 2 Yellow, 40½c; No. 3, 39c; No. 3 Yellow, 40c; May, 40¼@41¼c; July, 38¾@39c.

OATS—Easier. No. 2 28¾@29c; May, 29¼@29½c; July, 27¾@28¼c. Samples easier. No. 2 27¾@30c; No. 3 White, 30¼@31½c; No. 2, 29½@31c; No. 2 White, 32@32½c.

RYE—Dull, quiet and easy. No. 2 cash, 72c; No. 3, 73c; May delivery, 77@78½c.

BARLEY—Not much doing, but prices steady. Sound, fair to choice, quotable at 63@65c; unsound, inferior to good, 52@62c.

MESS PORK—Dull and lower. Cash, $10.02½@10.15; May, $10.07½@10.20; July, $10.20@10.30.

LARD—Quiet and steady. Cash and May, $6.22½@6.25; July, $6.30@6.32½.

POULTRY—Live Chickens, 10½@11½c per lb.; Live Turkeys, 9@12c per lb.; Live Ducks, 11@12½c per lb.; Live Geese, $5.00@7.00 per dozen.

BUTTER—Creamery, 20@32c; Dairy, 12@26c; Packing Stock, 10@15c.

OILS—Wisconsin Prime White, 7½c; Water White, 7¾c; Michigan Prime White, 9½c; Water White, 10½c; Indiana Prime White, 9½c; Water White, 10c; Headlight, 175 test, 8½c; Gasoline, 87 deg's, 16c; 74 deg's, 9½c.

LIQUORS—Distilled Spirits steady on the basis of $1.13 per gal, for finished goods. Naphtha, 63 deg's, 7c.

NEW YORK, April 14.

WHEAT—Declined ½@1c on long selling and weaker west, reacted ½c, now dull and weak. April, 93¾@94c; May, 91½@92¼c; June, 90½@91½c; July, 89 13-16@91½c; August, 89½@90c; September, 89@89½c; December, 88½@89c.

CORN—Dull, ½@½c lower, weak. No. 2, 49@50c; steamer mixed, 46@50c.

OATS—Dull, lower. Western, 32@41c.

PROVISIONS—Beef—Limited demand, steady. Extra mess, $7.50@8.00; family $8.50@9.00. Pork inactive, unchanged. New mess, $11.00@11.50; old mess, $9.50@10.00; extra prime, $11.00. Lard quiet, firm. Steam-rendered, $6.30 bid.

CLEVELAND, O., April 14.

PETROLEUM—Slow. Standard white, 110 deg. test, 6½c; 74 gasoline, 7c; 86 gasoline, 10c; 63 naphtha, 6½c.

Live Stock.

CHICAGO, April 14.

CATTLE—Market dull and weak, prices lower. Quotations ranged at $4.10@4.70 for choice to extra shipping Steers; $3.90@4.10 for good to choice do.; $3.15@3.65 for fair to good; $2.60@3.40 for common to medium do.; $2.00@3.40 for butchers' Steers; $2.60@3.20 for Stockers; $2.75@3.60 for Texas Steers; $3.10@3.75 for Feeders; $1.80@3.20 for Cows; $1.75@3.60 for Bulls, and $2.00@4.75 for Veal Calves.

HOGS—Market fairly active and 5@10c higher. Sales ranged at $4.60@4.60 for Pigs; $4.25@4.75 for light; $4.20@4.40 for rough packing; $4.40@4.75 for mixed; $4.40@4.65 for heavy packing and shipping lots.

GRAND RAPIDS MARKETS.

Prices to Farmers.

GRAIN—Wheat, 85c; corn, 42c; oats, 36c; rye, 70c; barley, $1.10 ₱ cwt; buckwheat, 45c ₱ bu.

MEAT—Beef, 4½@5c; pork, 5@6c; mutton, 8c; spring lamb, 7@8c; fowls, 9c; spring chickens, 11c; veal, 6c; turkeys, 11@12c; ducks, 11@12c; clover seed, $4.70 ₱ bu.

PRODUCE—Butter, 20c; eggs, 12½c; potatoes, 20c ₱ bu.; beets, 25c ₱ bu.; onions, 60c ₱ bu.; beans, $1.10 ₱ bu.; honey, 16c; apples, $2.25 ₱ bbl, 60@75c ₱ bu; maple sugar, 8c.

WOOL—Washed, 20@22c; unwashed, 14@16c.

HAY—Clover, $12 ₱ ton; timothy, $10 ₱ ton.

HIDES AND TALLOW—Green, 4c; steers, over 70 lbs, 5½c; cured, 5c; calf skins, green, 5½c; calf skins, cured, 6½c; tallow, rough, 1½c; pelts, 60c@$1.50; deacons, 15@25c.

Prices to Consumers.

FLOUR AND FEED—Lily White, $2.70; Patent, $3.00 ₱ cwt; buckwheat flour, $2.60 ₱ cwt; corn meal, $19 ₱ ton; feed, $19@20 ₱ ton; middlings, $18 ₱ ton; bran, $18 ₱ ton; chops, $18 ₱ ton; screenings, $18 ₱ ton.

MEAT—Pork steak, 10c; roasts, 10c; ribs, 6c; tenderloin, 12½c; ham 13c; beef steak, 8@10c; roast, 8@10c; rib, 6c; mutton, 6@8c; spring lamb, 6@10c; spring chicken, 14@16c; turkeys, 14@16c; ducks, 14@16c.

PRODUCE—Butter, 25c; eggs, 15c; potatoes 40c ₱ bu; beets, 10c ₱ pk; onions, 10@15c ₱ pk; beans, 60c ₱ pk; apples, 20@40c ₱ pk.

Low Rates to Detroit.

On account of the republican state convention at Detroit, the Detroit, Lansing & Northern railroad will sell tickets on April 13 and 14 good to return until April 15, at one and one-third fare.

GEO. DEHAVEN, G. P. A.